

THE HONORABLE GALEN J. RESER
ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS
U.S. DEPARTMENT OF TRANSPORTATION

before the
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON AVIATION
June 15, 1989

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM PLEASED TO BE HERE TODAY WITH JIM BUSEY, PRESIDENT BUSH'S
NOMINEE TO BE THE NEXT ADMINISTRATOR OF THE FEDERAL AVIATION
ADMINISTRATION.

SECRETARY SKINNER HAS OFTEN EXPRESSED HIS INTENTION TO RELY ON THE
FAA'S AVIATION EXPERTISE IN CARRYING OUT THE MANY CRITICAL DUTIES
OF THE FEDERAL AVIATION ACT OF 1958. FOREMOST TO THIS NEW
RELATIONSHIP WILL BE THE APPOINTMENT OF A STRONG ADMINISTRATOR
WITH JIM BUSEY'S EXCELLENT AVIATION EXPERIENCE AND MANAGEMENT
BACKGROUND AND QUALIFICATIONS. THE SECRETARY AND THE
ADMINISTRATOR-DESIGNATE HAVE DISCUSSED AT LENGTH THE RELIANCE THAT
WILL BE PLACED ON THE HEAD OF THE FAA TO ADVANCE THE CAUSE OF
CIVIL AVIATION SAFETY AND EFFICIENCY IN A TIME OF DYNAMIC CHANGE.

THE OCCASION FOR TODAY'S HEARING IS TO CONSIDER LEGISLATION THAT
WOULD CREATE AN EXCEPTION TO THE PROVISION OF TITLE 49, UNITED
STATES CODE, THAT REQUIRES THE FAA ADMINISTRATOR TO BE A CIVILIAN.
THE REQUIREMENT, ORIGINALLY A PROVISION IN THE FEDERAL AVIATION
ACT OF 1958, REPRESENTS A DECISION BY THE CONGRESS THAT THE CIVIL
AVIATION SECTOR IN THE UNITED STATES SHOULD NEVER BECOME A
STEPCHILD OF THE MILITARY AVIATION ESTABLISHMENT. THIS FORESIGHT

HAS PRODUCED AN FAA WHOSE FOCUS IS ON CIVIL AVIATION BUT WITH A CLEAR MANDATE FROM CONGRESS TO INTEGRATE NATIONAL DEFENSE NEEDS AND CONCERNS INTO THE CIVIL SYSTEM. PROVISION IS MADE FOR TRANSFER OF THE FAA IN ITS ENTIRETY TO THE DEPARTMENT OF DEFENSE IN TIME OF WAR.

LEGISLATION LIKE H.R. 2444 HAS BEEN ENACTED BY THE CONGRESS ON A CASE-BY-CASE BASIS ON SEVERAL OCCASIONS SINCE 1958. EACH TIME, HOWEVER, THE CONGRESS HAS BEEN CAREFUL TO STRESS THAT THE ENACTMENT CANNOT BE TAKEN TO BE A PRECEDENT FOR FUTURE APPOINTMENTS. THE DEPARTMENT AGREES THAT THE CIVIL/MILITARY SEPARATION IS A GOOD ONE THAT SHOULD BE HONORED. THE SECRETARY AND JIM BUSEY HAVE ALSO DISCUSSED THIS AND SEE EYE-TO EYE ON THE ISSUE.

IN THE CASE BEFORE US TODAY, THE PRESIDENT HAS FOUND AN EXCEPTIONALLY QUALIFIED INDIVIDUAL WHO HAS AGREED TO SERVE AS FAA ADMINISTRATOR. THE SECRETARY ALSO BELIEVES THAT JIM BUSEY WOULD ACQUIT HIMSELF WITH DISTINCTION IN THE ROLE OF FAA ADMINISTRATOR. HIS BACKGROUND AS A NAVAL AVIATOR, HIS INVOLVEMENT IN PROCUREMENT ISSUES AND HIS COMMAND EXPERIENCE IN A SUCCESSION OF IMPORTANT LEADERSHIP POSTS, WILL SERVE HIM WELL AS FAA ADMINISTRATOR.

AS YOU KNOW, FOLLOWING HIS RETIREMENT FROM A DISTINGUISHED NAVY CAREER, HE IS NOW ENTITLED TO CERTAIN RETIREMENT BENEFITS, INCLUDING A SURVIVOR'S ANNUITY FOR HIS WIFE EARNED OVER A 37-YEAR CAREER. THE DEPARTMENT STRONGLY BELIEVES THAT H.R. 2444 SHOULD BE ENACTED IN ORDER TO PERMIT THE PRESIDENT TO APPOINT JIM BUSEY WITHOUT REQUIRING HIM TO SACRIFICE THESE BENEFITS. HE WILL, OF COURSE, BE SUBJECT TO THE PROVISIONS OF THE DUAL COMPENSATION ACT.

MR. CHAIRMAN, THIS COMPLETES MY PREPARED STATEMENT. I WOULD BE
PLEASED TO RESPOND TO QUESTIONS FROM YOU OR THE COMMITTEE.